7,553

7,469

ened by the sun."

Eight months:

New York Tribune.

Louis reports for February:

Operating expenses, 742,940

Net earnings ..... \$242,519 Charges ..... 241,358

Surplus ....... \$1,160 ......

Charges ...... 1,904,769 14,349

Net earnings ..... \$2.198,279 ...... \$236,498

Surplus ...... \$293,510 ...... \$250,846

THE RAILROAD PROBLEM.

Priced Managers Might Solve It.

a class distrust one another to such an ex-

ments that will have any force or be con-

sidered binding except they be enforceable

by fines or penalties? And is not that the

real reason why so many of them look for

ruinous rate wars to follow the Supreme

Court's decision? If this be the case, the

conclusion is irresistible that the remedy

for these antiquated ills is within easy

reach of the owners and managers of the

railroads themselves. These managers are

paid large salaries. What for? Is it for

sharp practices and smart tricks; for cun-

ning devices to outwit competitors, evade

law and in the end impoverish stockhold-

ers? The unwritten history of some of our

great corporations would certainly furnish

the basis for such a suspicion. And if this

is the case it is time for the managers of

these great corporations to consider

whether or not substantial relief from ad-

verse court decisions and untriendly legis-

lation is attainable by their own concerted

and united action. Simple and straight-

forward honesty in their dealings with one

another and with the public would do more

than anything else to clear up the whole

rate war which has been predicted will

Views of Aldace F. Walker.

Aldace F. Walker, chairman of the board

of directors of the Atchison, Topeka &

Santa Fe Railroad Company, said yester-

day; "It is true that the reason for the

existing anxiety lies in the fact that rail-

way managers distrust each other. They

distrust each other so much that the fines

and penalties heretofore provided in asso-

ciation agreements have been regarded by

them as practically of little value. They be-

lieve that the only efficient sanction under

which rates can be maintained is a legal-

ized assurance between competing lines

"If this distrust is justified, their fears

are justified. What are the teachings of

experience? Is 'concerted and united

action' a practicable remedy? 'Simple and

straightforward honesty in their dealings

with one another is an easy thing to say,

and perhaps it ought to be an easy thing

to obtain, but is it valuable as a practical

"Railroad officials are neither better nor

fidence in each other to warrant the belief

in the maintenance of rates, what of the other 10 per cent? If 10 per cent. of the

whole possess the sort of talent that is re-

what can be done by the other 30 per cent?

Human nature is a factor in the situation

"Moreover, the stringency of railway

competition is infinitely greater than in any

other industry. This arises from the enor-

mous number of individuals concerned in it

and also from the infinite number of points

of contact. Any of our roads can make a

rate to any point on any other road. The

rates open to manipulation by the routing

agents and solicitor at every station are

practically numberies. In each classifica-

ion several thousands of articles are

enumerated and distributed. A shipment

under a different class of a variation from

the many rules necessary to prevent dis-

rate in a manner that cannot be ascer-

tained except by concerted action, under

safety of this operation constantly tempt

its use, and unless classifications, rates and

"And, again, the education of the past has

been most unfortunate. 'Cunning devices

to outwit competitors' have long been re-

garded as evidencing valuable service, not

only to short-sighted railway managements.

but by stockholders and the very financial

authorities to which you appeal, and the

public not only expects their use, but de-

mands it. The pressure of shippers in this

ence upon some special favor as the price of his traffic. There is no public sentiment

to support the wishes of honest railway

managers; on the contrary, public senti-

ment jeers at their honesty and gives busi-

"I do not look for any immediate rate

wars in consequence of the recent most un-

fortunate decision of the Supreme Court.

which has upset all preconceived ideas con-

cerning the legitimate methods of conduct-

ing transportation. I believe the wise and

conservative spirit to which you appeal

will for a time be strong enough to prevent

such outbreaks, which are always even

more prejudicial to business interests than

to the railroads themselves. But the pulse

of traffic movement is the most sensitive

thing in the business world. A shipper

transfers his business from one route to

another, stating what inducement he has

received. Whether his statement be true

or false, the desire to bring him back is

so strong that he often makes his own

terms. This is the starting point of a rate

war, and unless railway managers are

angels, as you truly say they ought to be,

the whole fabric will eventually topple to

the authorizing, under proper regulations

and restrictions, of mutual agreements

among competing lines for the assurance

to each of a fair share of the general

railways and of all other industrial enter-

prises is so intimate that unless this rem-

business prosperity, for which we have long

patiently waited, will be indefinitely de-

ferred, and the country will continue to

wallow in the slough of distrust and dis-

Depew on Journalists.

It was a brilliant company that was gath-

ered at the dinner given by President Wil-

liam Berri, of the Union League Club, of

Brooklyn, to the members of the Republican Editorial Association of the State, of

which he is also president. Many distin-

guished guests were invited, and there were

many eloquent speeches, the first of which

was delivered by Chauncey M. Depew. In

his address was one passage which is of

more than local interest, and is not much

"I have always wondered why an old ed-

itor did not write his reminiscences. If he

should truthfully tell the stories of the men

who in his time have filled a large place

in the public eye, who have craved his sup-

port, who have sought to mitigate the pun-

ishment he was inflicting, and have tried

paper, and if he should reveal also the

blandishments to bear upon him, he could

present to the world a picture of the weak-

ness of human nature in its best estate

which would justify the doctrines of Cal-

with the cheerful vitality of journalists.

"The profession is famed for the number

of its members who not only reach old

age, but retain to the last the fires of their

dy can be promptly applied the return of

The connection between the success of

quired for sharp practice and sharp tricks,

which it will not do to ignore.

gividual changes therein.

ness to the trickster.

the ground

exaggerated:

If 50 per cent, of them have sufficient co

thereof shall be fairly apportioned.

common business or the earnings

New York Commercial Advertiser

never take place.

New York Tribune.

the sort of talent that is required for

tent that they cannot make mutual agree-

#### JOURNAL ADVERTISING STATIONS. BRANCH OFFICES-

OF

THE JOURNAL Have been conveniently located at the following drug stores in the various sections of ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates.

I CENTS PER LINE OF SEVEN WORDS. -STATIONS .-

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Senate Ave. and 3d St.—A. M. Eyster.
Senate Ave., No. 1053 North—E. E. Steward.
Slieby St., No. 182—C. A. Eitel.
Talbott Ave., No. 350—M. Schwartz. Virginia Ave. and Cobern-C. G. Mueller. Virginia Ave. and McCarty-M. C. Staley Wash. St. and State Ave.-N. S. Driggs. Wash. St., No. 703 East-Baron Bros. West St., No. 503 North-C. W. Eichrodt. Yandes and 9th Sts.-Dixon. Library B'ld'g .- A. B. Indianapolis.

#### FUNERAL DIRECTORS.

Gauld & Bro. Tel. 1894.

FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641. Hacks at lowest prevailing price.

#### FOR RENT. FOR RENT-Business Properties:

66 East Washington street, 22x195

136 South Meridian street, 45x195. West Ohio street, 20x60. 69 East Ohio street, 30x60. C. F. SAYLES, 77½ East Murket.

### FOR SALE.

FOR SALE-Everywhere, Cracker Jack's little brother. The onliest thing that ever happened. FOR SALE-Bargains in shop-worn, new and second-hand wheels at C. G. FISHER & CO.'S, 64 North Pennsylvania street.

LOANS-Mortgage; lowest rates. NEWTON TODD, 6 Ingails block. LOANS-Try the new Pembroke Arcade loan of-fice for loans on diamonds, watches, clothing, furniture, etc. Private; best rates.

City property and farms. C. E. COFFIN & CO., 90 East Market street. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. LOANS—Any amount. On furniture, pianos, store fixtures, etc. Reasonable rates. (Confidential.)

E. J. GAUSEPOHL, 2½ W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Rooms 325-330, third floor Lemcke

WANTED-MALE HELP. WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WED-

# DENBURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,500 inventions wanted.

The right parties can learn an excellent piece of art as a trace. Apply between 12 and

o'clock at the Circle Park Hotel (Room 25.)

WANTED-Salesmen to sell our lubricating oils and greases from samples; local or traveling man; liberal commission. Address THE HOW-ARD OIL AND GREASE COMPANY, Cleveland,

WANTED-MISCELLANEOUS. price, Address FURNISHED HOUSE, care

NOTICE-Cracker Jack's little brother can be NOTICE-Morphine or liquor disease cured where all others have failed; guaranteed; no pay unticure is effected; private sanitarium; strictly con-Room 2, 37½ West Market street. J. J. BAKER

#### ESTRAY.

ESTRAY-Saturday night, at 9 o'clock, a dark bay horse, branded "T. Z." on left shoulder; escaped from in front of 388 South Delaware street; when last seen was crossing the J., M. & I. tracks on the Madison road and going south. Send information to HENRY BURKE, 388 South

# CLAIRVOYANT.

CLAIRVOYANT-The true herald of merit is deeds; do not be deceived, but call on Mrs. T. Griswald. Office and residence 296 East South street. Letters with stamps answered.

# 

TRUSTEE'S SALE.

The undersigned, as trustee for the preferred creditors of Hedge & Shepard, will sell at pub-

at 2 o'clock p. m., at No. 85 Main street, Lafay-ette, Ind., in bulk, their entire stock of dry goods, merchandise, notions and fixtures, for eash, using the right to reject bids for insufficiency of the amount bid.
Well established business, good trade, fine stock, well located; outside investments cause

For full particulars call on or address the tersigned. JOHN ALLEN, Trustee for Mortgagees. Lafayette, Ind., March 25, 1897.

of financial difficulties.

# A BEAUTIFUL EASTER CUSTOM.

### The Advent of Resurrection Day Hailed with Melody and Praise.

of the Moraviaus' love of music and their appreciation of its inspiring power is to be found than in their sublime annunciation of the resurrection day," writes Clifford Howard, descriptive of "A Moravian Easter Dawn," in the April Ladies' Home Journal. Through the quiet streets (of Bethlehem. Penn.) in the early morn, the trombonists walk from place to place, pouring forth their grand, inspiring anthem that arouse: the slumbering town to the welcome knowle edge of the advent of this glorious day. Now here, now there, now everywhere the lights appear within the windows of the dwellings, and the streets are thronged with people, young and old, wending their and greeting one another with loving salutations of the day. The Easter service is begun within the church and is continued there until the brightening sky announces the advent of the dawn. Then, in slow procession, subdued and reverent, the peole pass without the doors, and, headed by the trombonists, solemnly ascend the wind-

log hill to their beloved and quaint sid Within the closure of this consecrated spot the congregation assembles and stands in a large semi-circle facing the eastern hill in fond anticipation of the emblem of its cherished faith. A little apart stand the ministers, and the trombone choir. Thus assembled, the service of song and responsive readings, begun in the church, is continued. A sense of deep, religious awe pervades the gathered throng, as on this cold, gray morning of the early spring they await, in spiritual communion with their departed loved ones, the resurrection hour. Above the hill the dawning light appears. Then from the voices of the assembled hosts there bursts a melody of raptured song, a heartfelt hymn of praise and adoration, a spontaneous symphony of joy, that starts in glad expression of triumphant hearts, and mingling with the full, rescunding strains of sweet-toned trumpets and resonant trombones, arises with the warbling song of joyous birds in glad hosannas to the splendent sky. For see! a radiant light o'erspreads the earth. A wondrous glory hails the new-born day. The sun appears in fulgency sublime-God's symbol of the resurrected life; and earth and heaven in exulting joy peal forth in glad, antiphonal accord: "The Lord is risen! Hallelujah, praise the Lord!"

# Is Your Brain Tired?

Use Horsford's Acid Phosphate. Dr. Y. S. Troyer, Memphis, Tenn., says:

### A DECREASE IN TONNAGE

THE LOADED CAR EXHIBIT NOT AS FAVORABLE AS A WEEK AGO.

Lake Erie & Western Officials Have Their Report About Ready-Big

Four Exhibit for February. The train records show that 23,639 cars

were received and forwarded at Indianapolis in the week ending March 27, and of that number 17,899 were loaded, which is a healthy loaded-car movement for this season of the year. This is 2,398 fewer loaded cars than were handled at this point in the wek ending March 20, but the business of that week was largely increased by the movement of cars which had been held back on account of floods in the second week in March. East bound there is still a heavy movement of export grain, and the shipments of dressed meats, live stock, hides and cerealine products increased somewhat last week; there has been an increase in shipments of hard wood veneering of late to New England points; the shipments of oats and corn to New England have increased, and in the aggregate eastbound business is considerably in excess of the corresponding period last year. In west-bound business of the higher-class freights there has been a marked increase, and so large has been the increase in tonnage that the Pennsylvania lines are calling for more cars to forward west-bound business. The Vandalia last week returning to the company 430 empty cars, and the Chesapeake & Ohio and the Norfolk & Western are turning a large volume of west-bound business to the Big Four and the Cincinnati, Hamilton & Dayton. In the lower-class freights west-bound business has not improved to the extent that had been looked for. Although there has been some increase in the shipments of coke and coal, a further increase is expected in the near future, as the shipments of rails will set in and also of iron structural which were swept away by the high waters must be replaced and so many mills are starting up that there will be more machinery to handle. North-and-south roads are doing about their usual volume of business at this season of the year, their business being largely of a local character. Local business continues to improve and will still further increase as the weather and the country roads become more settled. About the city freight depots and the bulk yards there is more activity, and the depot platforms give evidence that local manufacturers are shipping more goods. Business with the stock yards and the packing houses is not as active as last month, but is still in excess of the business of the corresponding period last year. With each day local business as a whole is showing improvement. Below is given the car movement for the week ending March 27 and

for the corresponding periods in 1896 and L., N. A. & C..... 441 H. & D.-Ind'plis div.. L. E. & W..... Penn.-I. & V..... Penn.-J., M. & I...... 627 Penn.—Chicago div.. ..... 622 Penn.—Columbus div.. .... 1.348 andalia ... 1,787 P. & E.—East div...... 614 & E.-West div ..... 944 Big Four-Chicago div..... 2,206 2.593 Big Four-Cincinnati div.. 3.035 Big Four-St. Louis div .... 1,799 1.453 2.055 Big Four-Cleveland div., 2,239 

Total movement .......23,639 21,522 22,483 Lake Erie & Western Finances.

The annual reports of President Brice and Vice President and General Manager Bradbury, of the Lake Erie & Western lines, than last year. The earnings for the year ending Dec. 31, 1896, showed a comparative decrease, but the usual dividend of 5 per cent, on the preferred stock is shown to have been earned, and a slight balance is cluded. The extent to which passenger traffic suffered caused operating expenses to be high and contributed to smaller net earnings, for it is more difficult to effect saving by suiting the train service to the actual requirements of passenger traffic than it is to favor train mileage. The erating expenses until the expenses of conduct of transportation were cut down largely by a reduction in number of trains run. With the extension of this road thirty miles into Cleveland westward, and about seventy miles eastward to New Castle, it is noped to put the road into a position where it can soon begin to earn its own operating

expenses at least. For these extensions there is an issue of 22,500,000 bonds, guaranteed by the Lake Erie & Western, whose quoted sale price has not been below par. The general state Penn. st., Pennsylvania tracks. Phone 1343. of business has precluded the building of the extensions in the past year, but it is announced that it is to be undertaken when business revival shall be more fairly under way. The balance sheet in the forthcoming report will show a larger floating debt then a year ago, though there are current accets | to offset. A year ago bills payable a seregated about \$300,000, while in the statement for Dec. 31, 1896, bills payable will be represented by about \$450,000. In 1895 nothing was charged to betterments because earnings were large enough to allow expenditures which might have been charged as

such to be included in operating expenses, so it is set forth. in the year just closed \$230,000 was charged to betterments. Added to this amount there has been expended \$100,000 for air brakes and couplers, leaving a balance of about \$537.000 of the proceeds of the sale of the second mortgage bonds, which were issued for the purposes mentioned. Like complains of the very unsatisfactory condition that prevailed in regard to rates. For the month of January, 1897, gross earnings decreased from \$302,117 to \$252,661. This comparison, however, is with a banner month, for the business of January, 1896, was un-

# Karsas City Land Decisions.

Judge Foster, in the Topeka, Kan., federal court, has made a final decree settling the litigation between the Chicago & Great Western Railroad and the Jay Gould heirs. involving sixty-six acres of land in Kansas City. Kan. The decree is made in pursuance to an agreement reached by the attorneys in the case and gives forty-three acres of the land to the Chicago Great Western and twenty-three acres to the Gould heirs. The contest arose several years ago. The Northewstern Construction Company claimed title to the land, which claim was resisted by the Maple Leaf. While the litigation to determine title was pending in the federal court the Construction Company sold its interests to Jay Gould, just before he died. Ex-Chief Justice A. H. Horton, of Topeka, represented the Gould heirs.

# Union Pacific Receivers' Trip.

Frederick R. Coudert, Oliver W. Mink and E. Ellery Anderson, receivers of the Union Coudert said to a reporter: "We have been looking over the system in the West and have found it in a very satisfactory condition and will have something pleasant to say of the West and the interests of the Union Pacific when we get back home."

tiative at Kansas City in putting lower tive to-day, of 3314 cents on eggs in car lots from all Kansas points to St. Louis, subject to the Missouri river minimums. This is a proportional rate on through business east of the Western trunk line terminal and to points east thereof. The tariff rate is from 45 to 75 cents per hundred pounds.

#### There is talk of other roads following suit. Belt Road Traffic.

last week 15,638 cars, 1,331 fewer than in the is on the track the engineer removes it. easy to make a very long list of editors

live stock, thirty fewer than in the week | hours. All along the track are skeletons preceding. Belt road engines handled for stripped by the turkey buzzards and whitprivate switches on its line 564 cars, seventy-six fewer than in the week preceding.

Old Railroad Man Dead. William Bond died at his home in New York city Saturday, aged sixty-eight. For some years he was associated with railroads, once being receiver of the Missouri, Kansas & Texas Railroad. Later he became the general manager of the road, which place he held for ten years. At the time of his death he was a director of the Missouri, Kansas & Texas Railroad and president of the Southwestern Coal and

### Improvement Company.

Traffic Notes. During the week ending March 27 there were 5.740 empty cars handled at this point, 97 more than in the preceding week. The Lake Erie & Western handled at Indianapolis last week 589 cars, 425 being loaded, 18 fewer than during the preceding

The Vandalia handled at Indianapolis last week 2,563 cars, 1,787 being loaded, a decrease of 159 as compared with the week

The Peoria & Eastern handled on both divisions at this point 2,164 cars, 1,558 being loaded, an increase over the preceding week of 11 loaded cars.

The Cincinnati, Hamilton & Dayton han-

dled at Indianapolis last week 872 cars, 684 being loaded, a decrease of 64 as compared with the preceding week. The Big Four lines proper handled at Indianapolis last week 11.616 cars, 9,285 being loaded, a decrease of 1,558 as compared with the week ending March 20.

The four Pennsylvania lines handled at

Indianapolis last week 4.786 cars, 3,325 being

loaded, a decrease as compared with the preceding week of 590 loaded cars. The Chicago, Indianapolis & Louisville handled at Indianapolis last week 533 cars. 411 being loaded, a decrease of two as compared with the week ending March 20. The Indiana, Decatur & Western last week handled at Indianapolis 410 loaded cars, 23 fewer than in the preceding week. Muddy country roads cut down the busi-

Personal, Local and General Notes. Emigrant traffic west bound is setting in again briskly, and a heavy travel of this class is in prospect next month. The Wabash earned in the third week of March \$212,109, a decrease as compared with the corresponding week of 1896 of \$17,182. The earnings of the Lake Erie & Western for the third week in March show a decrease of \$4,337 as compared with the corre- of the country. -

ness of the line more than that of any

road in this section.

sponding week of 1896. General Manager Evans, of the Boston & Maine, has issued an order to the effect that no liquor shall be sold at any of the restaurants on the lines.

It is stated that George Masson, chief engineer of the Grand Trunk system, who has been in the service of that company fortysix years, is to be retired. J. D. McInness has been appointed contracting agent of the Wabash, succeeding J. A. Quandlander, who on April 1 will re-

tire on account of ill health. A company is being organized in St. Louis to manufacture railway specialties of aluminium, which is finding a demand in several lines of railway supplies. The health of H. B. Dunham, general

freight agent of the Columbus & Hocking such as to give his friends much anxiety. He is threatened with brain fever. The citizens of Cleveland are backing the Cleveland division of the Order of Railway Conductors in their efforts to secure the headquarters of the order at that

Ticket agents of the Vandalia lines in the West have been advised that the People's line of steamers has resumed service betwen Albany and New York on the Hudson river daily.

Freight traffic has become so heavy on the Michigan division of the Big Four that two of the company's largest freight engines have been transferred to that division H. G. Wilson has been promoted from

chief clerk of the traffic manager of the

Kansas City. Fort Scott & Memphis to be

its commercial agent at Memphis. E. T. Dickerson succeeds him as chief clerk. H. K. Brooks, manager of the merchandise order department of the American express, with headquarters at Chicago, is visting the larger offices in Indiana and Ohio, ooking after this feature of the express

Since March 1 4,000,000 bushels of grain, ,000 head of cattle and large consignments of cotton, agricultural implements and general merchandise have been delivered by the Chesapeake & Ohio at Newport News

George B. Ferrier, chief clerk of George Boyd, assistant general passenger agent of the Pennsylvania lines east, who has been the guest of T. B. Arnold, his brother-in-law, for a few days, returned

to Philadelphia yesterday.

The Baltimore & Ohio Southwestern will keep its large stone crusher at Rock Lick in operation through the summer and will ballast as far as possible the company's track with crushed stone. This will give employment to 150 to 200 more men than the ordinary section gangs.

A large force of men and several construction trains are now pushing the work of straightening seven curves on the Chicago, Indianapolis & Louisville at Cedar lake and three at Lowell. As soon as this done the grade at Delphi will be cut down and four of the curves taken out. The Chicago, Peoria & St. Louis has been using the Brown system of discipline, and after a year's trial has abolished the suspension feature so far as the trackmen. bridge men, water supply men, section foremen and carpenters are concerned, pre-

ferring to dismiss them as the heads of departments may see fit. The management of the Santa Fe has not only decided to keep on its California limited, but on the 1st of next month will cut its running time down between Chicago and Los Angeles twelve hours, which can now | direction is universal. The more potential safely be done, so much improved is the the shipper the more vigorous his insistcondition of its track. This is said to be

continental lines. Holders of the second mortgage bonds of the Louisville, Evansville & St. Louis, of which there are only \$670,000 outstanding. are requested to deposit their bonds with the International Trust Company, Boston, under an agreement appointing George W. Norton, John F. Henry and James W. Bryan a committee for the protection of their interests. Bonds must be deposited on or before April 15.

The improvements at Richmond, Va., which the Chesapeake & Ohio contemplates making, costing in the neighborhood of \$2. 000,000, are now assured, as the city councils of the cities interested have passed the needed legislation. The James river division of the road will be connected with the new Union station and the main line by a track built upon an immense iron other Ohio roads, the Lake Erie & Western | trestle and viaduct running along the bed

On Saturday last the fast freight from New York to St. Louis over the Big Four made a train of three sections, and neither of these trains was delayed over thirty minutes in changing engines, crews and point in the United States is so much dispatch shown in getting trains from one division to another, and J. Q. Van Winkle, general superintendent of the Big Four, says he can demonstrate the truthfulness

Mrs. Miriam P. Roberts, widow of the late George B. Roberts, president of the Pennsylvania road, on Friday, sent a check for \$5,000 to William J. Latta, chairman of the board of managers of the Pennsylvania Railroad department of the Young Men's Christian Association, as a contribution to the endowment fund of the building at Harrisburg. The sum is part of \$25,000 set apart in the will of Mr. Roberts for the widow to devote to such charitable purposes as she sees fit.

W. H. McDoel, receiver and vice president of the Chicago. Indianapolis & Louisville, reprimanded the trainmen for making up forty-nine minutes recently on the train's fast schedule between Chicago and Indianapolis, not that it might be unsafe o make such runs, but he doesn't want the train crews to get in the habit, when leavng a terminal a half or nearly an hour late, of running at such speed as to reach the other terminal on its scheduled time, which is as fast as that of any train in

E. O. McCormick, passenger traffic manager of the Big Four lines, says he sees no reason why passenger rates should become demoralized on account of the recent decision of the United States Supreme Court. There is certainly enough business carried on excursion rates to conventions and other gatherings to satisfy the most greedy people who want to travel at low rates, and he thinks the traveling salesmen should be well satisfied, as they have been granted by the railways everything they have asked for in the way of inter-

changeable mileage, etc. A Connecticut editor who is traveling in Mexico writes home to his paper as follows: "One custom prevails on this road that the Courant has long urged for Connecticut. Wherever they kill a man they put up a black cross. You see them all youth. \* \* \* Few editors ever die. one spot are fourteen. Take Connecticut, its 1.100 grade crossings and its annual butcheries, and before long we would have such an array of crosses that the grade crossings would have to go. Here There were transferred over the Belt road | no fence pens in the railroad. If anything "I like it best in cases of weakness with overwork, tired brain. It recuperates the brain and enables one to think and act."

| A train hand told me that one trip, being in which a majority of the more brilliant late, they hurried, and in consequence have died young, especially if connected handled at the stock yards 871 carloads of killed three steers and five burros in eight with the morning daily papers.

NEWS IN SUNDAY'S JOURNAL Resume of Events Chronicled in the The Cleveland, Cincinnati, Chicago & St.

Edition of March 28. Emigration from Germany is falling off Gross earnings..... \$985,459 \$14,711 ...... materially. Oliver Optic, the famous writer of boy's stories, is dead. England is preparing to send 60.000 troops to South Africa. J. W. Schorr's colt. Meadowthorpe, won the New Orleans derby. Gross earnings .....\$8,731,604 ...... \$723,899 President McKinley attended a dinner Operating expenses, 6,533,324 ...... 487,402 given by the Gridiron Club.

> Details of the autonomy scheme for Crete will be devised at an early day. Boanerges and Burlesque are the favorites for the derby at Little Rock Monday. Representative Walker, of Massachusetts, has introduced two bills affecting the currency.

New gunboat Wilmington was given a Honesty and Truthfulness in Highsuccessful speed trial and surpassed all ex-

Lord Salisbury's visit to France has led to a rare guessing contest as to the purport of the trip. To speak plainly and be entirely frank. E. P. Halstead, of Massachusetts, has is it not a fact that railroad managers as been appointed superintendent of the Pen-

> sion Office building Congressman Slayden, of the San Antonio (Tex.) district, will vote with the Republicans on the tariff. The statement of the condition of the

> treasury shows: Available cash balance, \$219,118,801; gold reserve, \$151,777,770. Representative Shafroth, of Colorado, has introduced a bill to permit the location of mining claims on forest reservations. Charlie Wells, the California cycle racer, showed great sprinting qualities in his races at the indoor meet at San Francisco. Emperor William did not grant general amnesty, as it was anticipated he would, in commemoration of the centenary cele-

#### Indianapolis.

ter, to cost \$56,000, was issued. A meeting of baseball magnates brings many rumors of proposed changes. Twenty-four men were caught shooting craps in Haughville and landed in jan. Express companies make overtures to settle with the State for the dispuetd taxes. A petition for a receiver for the Indianapolis & Broad Ripple Rapid Transit Company was filed.

A building permit for a new Park Thea-

#### (From Sunday's Second Edition.) Virtually Means War.

situation and avert what they consider im-LONDON, March 28 .- Athens was in pending dangers to the railroad properties ferment last night over the departure of Crown Prince Constantine for the frontier There is nothing in the Supreme Court's | All the people of the city were in the streets decision which compels railroads to put to witness the departure of the prince and the war feeling ran high. Constantine's down their rates to a ruinous point for the destination is Volo. He was accompanied by the crown princess, who will go as far terests of nearly a million employes, of as Larissa, where she will inspect the arhundreds of thousands of small stockhold- rangements made by the Rea Cross Soers and of the business of the whole counciety. She will remain there two days and try demand that railroad corporations then return to Athens. should treat each other fairly, candidly and justly. If they will do this, the general

An immense demonstration was made before the palace previous to the departure of the crown prince. The crowd enthusiastically cheered for the royal pair, the King of Greece, Crete, etc. A deputation presented to the crown prince a copy of public meeting held recently, declaring that the people of Athens and the Piraeus were faithful interpreters of the sentiments of the nation, which was ready to make any sacrifice of blood or money in the cause of Crete. Crown Prince Constantine replied as "Have confidence in me. I know my duty,

Rest assured I shall acquit myself like a After the family dinner at the palace the Te Deum was sung in the chapel, the metropolitan officiating. The crown prince kissed the metropolitan's hands and the King and Queen kissed the prince and princess. All were deeply affected. It is officially stated at Athens that the question of declaring war against Turkey tepends on the present negotiations with

the powers. No one on the streets of Ath-

ens believes this, all accepting the depar-

ture of the crown prince as indicating that Greece has come to a definite decision to go to war. ceived at Athens from Crete to the effect that a long fight occurred yesterday at Gazo, near Candia, the result of which is unknown. In Candia the public heralds are constantly running through the streets exfight the Christians. An official who visited Captain Koaeka's camp was informed that he had sixteen thousand troops and provisions enough to last five months. The Greek government has issued severe

orders to the chiefs of the frontier army to restrain the troops and prevent any ag-A dispatch to the Observer from Athens says: "It is stated on the best of authority that war may be expected to break out at any moment, most probably near Arta and less probably near Larissa. It is believed in diplomatic circles that the presence of Crown Prince Constantine will have restraining influence on the troops, more especially those now formed in brigades, thus breaking the influence of the national committee, which has hitherto been para-

A dispatch to the Observer from Berlin says that Lieut. Gen. Von Bergoltz, of the crimination between shippers will cut a Firth Division, Third Army Corps, is a candidate for Governor of Crete. It is said that Germany, Russia, Austria and Turkey which all books are open. The ease and have agreed to support him. A dispatch to the Observer from Rome says the officials of the Foreign Office consider that rules can be established by agreement each war between Turkey and Greece is inevline may legally 'protect its traffic' by in-

By order of the Greek government th Greek commandant at Piraeus, the port of Athens, yesterday prohibited the departure of the steamer Heraklia and confiscated her cargo, which consisted of provisions intended for the Mussulmans on the Island of

The government commanders in Thessalv have adopted stringent measures to prevent among a portion of the troops, A dispatch from Canea says that since yesterday morning canon firing has been proceeding near Alikianon, where Colonel Vassos, the commander of the Greek army in Crete, is encamped. The Christians are bombording the blockhouse protecting the fort of Tzeddin. The insurgents at Akrotiri fired on the launch of the British admiral, which was en route from Suda bay to witness the attack on the blockhouse above Fort Izibidin.

737 3-4 Miles in Thirty-Three Hours. DETROIT, March 27.-A big crowd saw the close of the six-day bicycle race in the Auditorium to-night. Dench, the Pittsburg boy, won in his long struggle with Waller, It was decided to wind up the race in thirtythree instead of thirty-six hours. The men rode from 2 to 5 and from 7:30 to 10:30. Gimm rested a good deal and Gardiner made his occasional spurts and then withdrew. The contest between Dench and Waller continued close throughout. During the afternoon Dench's pedal broke, setting him back two laps. Waller gained a lap. but a puncture put him back one lap. Mil-ler rode hard, but took a rest for a time tonight. The race wound up with hot sprinting, in which Gardiner led some lively chases. The record made by Harry Wood at Cleveland was 7281/2 miles in thirty-six hours. To-night Dench completed 737% miles in thirty-three hours. Final score Dench, 737 miles 12 laps; Waller, 737 miles 9 laps; Miller, 722 miles 3 laps; Gimm, 624 miles 3 laps; Gardiner, 341 miles. At the close of the race Gardiner rode mile for a new indoor record. He made in two minutes four seconds, lowering Johnson's record of 2:21. Joe Blouin, of Detroit, this afternoon went against Waller's hour record on this track of twenty-four miles

#### count of light attendance, but has arranged for a women's racing the week of April 5. All the leaders are entered. Gridiron Club Dinner.

WASHINGTON, March 27 .- President Mc-Kinley attended the dinner of the Gridiron Club to-night, which was given in honor of the President and his Cabinet. Five members of the Cabinet and several senators and representatives were among the guests. Mr. McKinley met not only many public men with whom he was acquainted, but nearly all the members of the club were his personal friends when he was in Congress The dinner was conducted on the usual gridiron style, bright speeches, good songs rollicking choruses and sparkling wit. Among the distinguished guests were: President McKinley, Secretary Gage, Secretary Alger, Secretary Long, Attorney down. Some of the employes claim that the General McKenna, Secretary Wilson, of mills are overstocked with finished work. President McKinley's Cabinet; Hon. John Hay, embassador to England; Baron Von Theilman, the German embassador: Senor Salvador de Mendonca, the Brazilian minster; Senators Allison, Aldrich, Hanna, Wellington, Burrows, Mitchell, Carter and Fairbanks. Speaker Reed and Representatives Henderson, Dalzell, Northway, Stevens, Strode and Beach; John Addison Porer, secretary to the President: Charles Emory Smith, Philadelphia; Gen. George Weeks, United States army; John Russ I Young, Philadelphia; Myron T. Herrick, Cleveland; Frederick W. Holls, New York, and Dr. Edward Bedloe, Philadelphia.

# Gen. William Cutting.

Here the brilliant orator was drawing a long bow. Leaving out writers in charge NEW YORK, March 27. - Gen. William Cutting, a member of the well-known Cutof departments, who are never hurried and who can control their own hours, the proing family, died in this city last night. was a member of the Union Club and fession of journalism is not one of those that contribute to longevity. It would be the founder of the Knickerbocker Club. General Cutting's name was most prominently before the public about ten years

# Fainting Spells and Dizziness Follow La Grippe.

# WE HEAR LESS ABOUT THIS DISEASE THAN FOR-MERLY, BUT IT IS STILL VERY PREVALENT.

From the New Era, Greensburg, Ind.

burg, Ind.

declared her case to be hopeless.

told the story of her extraordinary recovery. | all my own work."

hardly able to move. "After having the grippe," said Mrs. heart, pale and sallow complexions, that tired Smith, "I was able to be about for awhile, feeling resulting from nervous prostration, all and to do some work. But in a short time diseases resulting from vitiated humors in the after the second attack, I began to experi- blood, such as scrofula, chronic erysipelas, ence nervousness, and often had fainting etc. They are also a specific for troubles pespells, my trouble being similar to hysterics. culiar to females, such as suppressions, ir I gradually grew worse, and in a short regularities and all forms of weakness. In while I became subject to such spells of men they effect a radical cure in all cases nervousness that I could do no work, being arising from mental worry, overwork or exscarcely able to move about the house. I cesses of whatever nature.

A noteworthy instance of the fallibility of be cured. Different physicians in Greenseven the most skillful physicians is furnished burg and other cities who attended me, agreed in the case of Mrs. J. E. Smith, of Greens- that my case was hopeless. For three years I lingered in misery, trying different doctors and remedies, but none did me any notice-For four years Mrs. Smith was afflicted able good. Finally my druggist advised me with a nervous affection that finally left her to try Dr. Williams' Pink Pills for Pale almost completely helpless and which the People, which was so highly recommended physician who first attended her said positively could not be cured. Subsequently, a number of physicians in this and other cities, death might soon give me relief. The first leclared her case to be hopeless.

dose helped me, and with every dose I improved. I took about three boxes and a tors, and without their aid, Mrs. Smith is half and was completely cured, as you see perfectly well. To a New Era reporter she me to-day, perfectly healthy and able to do

"Five years ago I had a severe attack of Dr. Williams' Pink Pills are an unfailing la grippe, followed later by another. Dur- specific for such diseases as locomotor ataxia, ing the four years following, my health partial paralysis, St. Vitus' dance, sciatica, continued to decline, until finally I was neuralgia, rheumatism, nervous headache, the after effect of la grippe, palpitation of the

could not sleep and could not eat. I would These pills are manufactured by the Dr. lie awake nights, my muscles twitching con- Williams' Medicine Company, Schenectady, tinuously. My physician called it nervous- N. Y., and are sold only in boxes bearing the ness of the throat and breast, and after treat- firm's trade-mark and wrapper at 50 cents a ing me for several months said that my case box or six boxes for \$2.50, and are never sold or any case like mine positively could not in bulk. They may be had of all druggists.

the executors, of his father's estate and that of his brother Hayward. The father of General Cutting was Francis B. Cutting, in his time one of the most prominent lawyers of this city. Francis B. Cutting died in June, 1870, leaving an estate of more than \$4,000,000. He left real estate valued at more than \$3,000,000 and personal property of \$1,023,767. He was the owner of the Indianapolis, Peru & Chicago Rathroad, now a part of the Lake Erie & Western system. The executors under the will were Gen. William Cutting and Hayward Cutting, both sons of the testator. Another son Brockholst Cutting, died two years before his father, leaving a widow and two chil-

Beecher-Tilton Witness in Trouble. NEW YORK, March 27 .- Joseph Loader wealthy furniture dealer of Brooklyn this morning was arrested on a charge of perjury preferred by his young wife. charge grew out of a suit brought by Miss Rose Bretter, formerly Loader's housekeeper, against Loader to recover diamonds and jewelry which had belonged to Loader's first wife and which Miss Bretter said Loader had given to her. Miss Bretter declared she left the diamends in Loader's care. In the Henry Ward Beecher trial Loader testified that he was an upholsterer and that in the month of October, 1869, he was working in the house of Theodore Tilton. While engaged in laying carpets on the main stairs he saw Mr. Beecher enter the front door of the house. Mrs. Tilton met him in the hall. He said Mr. Beecher put his arms around Mrs. Tilton's waist and drew her to him. Mr. Beecher kissed her on the cheek and she kissed him.

Gladstone a Wheelman. LONDON, March 27. - William Ewart Gladstone has learned to ride a wheel, and some of the young fellows may find it no easy matter to keep pace with the active old man. Mr. Gladstone is more than a rider-he is an enthusiast. The improvement in his condition is noted

in his firmer step and better spirits. Mr. Gladstone was always a devotee of exercise. In London he invariably walks where younger men ride in cabs, and is a | striking figure on the streets. When in the country he chops down trees, and now, in his eighty-seventh year, he has added wheeling to his outdoor pursuits. He writes to a friend in London stating that he has mastered the wheel.

Walling's Old Partner in Trouble. HARTFORD CITY, Ind., March 27.-Vernie Groves, the young woman who mysteriously disappeared last Sunday, appeared n the justice's court this afternoon and made a serious charge against Thomas Robinson, a well-known young man of this city. He was bound over to the Circuit Court in \$400 and now languishes in the county jail. Robinson is an old chum of Alonzo Walling, having been a good friend of Walling while at Greenfield, where Walling was an aprentice under Dentist Sparks. He wants to marry the girl to get out of the trouble, but she refuses to marry,

claiming she is too young. Important Action of Glass Blowers. PITTSBURG, March 27.-The American Flint Glass Workers' Union, in convention here to-day, with delegates representing the entire country, passed a resolution to remove the limit on blown and press ware, made in nonunion factories. This action is taken to relieve the proprietors of union factories who have had to compete with nonunion plants, where no restriction has been placed on the output. The change is to take place next month, and means not competition in these branches of the trade.

FARMLAND, Ind., March 27.-R. Shaw during the past winter fattened, dressed and shipped for the New York market 24.135 geese, 8,000 ducks, besides other fowls. Every fall Mr. Shaw and his agents nois, Kentucky and Indiana and ship them here by the carload, where they are fat-tened and prepared for the New York market. His peculiar brand is well known in the Eastern market and brings the highest price. He has made a large fortune at the

Franklin College Entertainment. FRANKLIN, Ind., March 27 .- A notable event in Franklin College circles was an entertainment given last night by members of the alumni of the Periciesian Literary Society. Among those on the programme were Prof. C. H. Hall, Professor Brown and Superintendent McCoy, of the college; A. O. Neal, Miss Palmer and Miss Kraft, of the city schools; County Superintendent Hendricks and Misses Ethelwyn and Marcia Miller. The Perielesian Society was founded in 1852.

Bound for Freope.

NEW YORK, March 27 .- On the Kaiser Wilhelm III, which sailed from here to-day were Mrs. William Walter Phelps and Mr. and Mrs. Thomas Nelson Page. Henry White, who is to assume charge of the United States embassy in London until Colonel Hay, the newly-appointed embassador, goes over, was a passenger on the three laps. Blouin covered twenty-five miles four laps in the hour. The manage-Campenia. So was Sir Roderick Cameron. Mr. and Mrs. Bradley Martin also left on ment announces a loss of over \$1,000 on acthe Campania, and will remain abroad until

> Male Brought 50 Cents a Pound. GREENSBURG, Ind., March 27.-W. W Hamilton has sold to Samuel Kitchell, of Rochester, N. Y., a mule eighteen hands high, weight two thousand pounds, and it is said \$1,000 was the price. Mr. Kitchell also purchased a low-wheeled buggy and said; When I drive that mule and buggy through the streets of Rochester more people will notice me than if I had Nancy

### Hanks in the harness." Thread Mills Closed.

next year.

NEW YORK, March 27 .- The thread mill at Kearney, N. J., were closed indefinitely this morning, throwing out of employment over 1,000 hands. The officials refuse to give any information in regard to the shut

Mrs. D. B. Patterson. FRANKLIN, Ind., March 27 .- Mrs. D. B. Patterson, an old resident of this county. died at her home in this city at noon to-day of paralysis. She was stricken last week, Run Over by a Bicyclist.

WASHINGTON, March 27 .- Miss Mary

Morton, sister of the ex-secretary of agriculture, was run down by a bicyclist this afternoon and severely injured. Czarewitch's Condition Hopeless. LONDON, March 28.-A private telegram from Algiers says that the condition of the

Czarewitch, the Czar's brother, is hopeless

Passing of the Reporter.

It is wonderful how things develop under the "new journalism." It is not many years connected ago, when he was involved in a long litt- since news was collected by humble reporgation over his management, as one of ters. Great events, it is true, demanded you back to health.

### OPTICIANS." LEO. LANDO. 93 N. PENNIST. DENISON HOUSE. INDIANAPOLIS-IND. ABSTRACT OF TITLES.

### THEODORE STEIN, ABSTRACTER of TITLES Corner Market and Pennsylvania streets, in-dianapolis. Suite 229, First Office Floor, "The Lemcke." Telephone 1786.

the attention of correspondents, but there the old journalism rested. Now, however, reporters and correspondents are kept in the background to make way for the journalistic "commissioner." Commissioner is well and when connected with frothy fakes, published under scarcheads, it means nothing intelligible. And what an interesting list of names is to be found on the new ournalism's payroll of commissioners. the dispassionate observer the list looks like a catalogue of extinct volcanoes.

The Proposed Wool Tariff.

To the wool growers of the United States: The wool tariff schedule thrice indersed by the National Wool Growers' Association, by the Farmers' National Congress, by the Ohio State Grange, by State Wool. Growers' Associations of Ohio, Indiana, Utah, New Mexico, Montana, Colorado, by local associations and generally approved committee for want of time did not fully

foresee the effects of the new bill. Some ample protection" to wool manufacturers, but no such protection to wool, at most only low revenue duties, by no means pro

of the wools that will be imported the fraudulent ad valorem duties, 32 per cent. on third class, valued 13 cents or less and 50 generally of such light shrinkage in scouring that one pound will yield as much clean wool as two pounds average American merino, the use of which it largely suppiants. Hence, so far as protection to such wool is concerned, 32 per cent, is reduced to 16, which on wool value, 13 cents, is only 2.8 cents, no better than free wool. Third-class wools were imported in 1895 to the extent of 144,488,265 pounds, equal in clean wool to 288,976,530 average American merino, while all other imports were only 121,237,612 pounds. Such low tariff will bring ruin to the industry. It reduces and fixes

Third-The new bill offers a nominal duty of 11 cents per pound on unwashed merino, couble on washed, treble on scoured, but it retains the unjust "loophole" "skirting clause," permitting skirted, practically 'sorted" wool imports, without additional duty. This transfers to foreign labor, to be paid in gold, the wages for skirting, practically sorting, and deprives American sorters of employment and wages amounting to more than a million dollars annual-Why rob American labor? The "skirtng" allows the import of the lightest, most valuable part of the fleece and so reduces the protective benefit of a tariff. The new bill, in view of prospective lower world's prices and imports of third-class wools, will not, in practice, give to average unwashed American merino a protection benefit o 4 cents per pound, and on such wools west of the Missouri river less than 3 cents. If passed it will drive the free-silver proectionists who saved the election of Mc-Kinley to consider whether the 50 per cent. gold premium protection which Theodore Justice says free silver would give to wool growers, without reference to the increased price of the wool, is not preferable to b or 32 per cent, ad valorem. The new bil transfers five varities of third-class wool to first class-a concession that wool growers were injured by these clothing wools. imported at ad valorem duties. But it leaves twelve varieties of about equal value not transferred, and which are of nearly equal value with unskirted average South American and Cape merino.

It is advised that some one officer of each State and local wool growers' association or some wool grower by such officer appointed, will meet at the Ebbitt House Washington, in April, to present to the proper Senate committee the request of wool growers for the promised "most ample protection for wool" and to confer with members of Congress on the subject. WILLIAM LAWRENCE.

President of the National Wool Growers' Bellefontaine, O., March 27.

Not everyone can go South for March, but almost every-

body can spend a dollar or two for Scott's Emulsion of Cod-liver Oil. If you have got a lingering cough or are run down; are weak and exhausted by reason of the Grippe, ask your doctor if Scott's Emulsion isn't just what you need in the emergency. The combined virtues of the Cod-liver Oil, the Hypophosphites and Glycerine as prepared in Scott's Emulsion will give you flesh and strength rapidly and help